



PHOTOGRAPHY/O. WALLACE KASTELER
Two trucks were needed to carry U.P.'s 1939 Locomotive SNB607 from its shop at Ninth North and Fifth West in Salt Lake City, up Parleys Canyon to Heber City. The haul took five hours.

Heber Creeper company will run old U.P. locomotive

One of the longest-running diesel locomotives in Union Pacific's fleet will soon be running again.

U.P. has donated the 1939 switch engine to the Deer Creek Scenic Railroad Co., which operates the Heber Creeper train between Heber and Bridal Veil Falls.

Two trucks began hauling the 249,000-pound load Tuesday morning from U.P.'s shops at Ninth North and Fifth West up Parleys Canyon to Heber.

The truck carrying the wheels and fuel tanks was able to take I-15 to I-80. But, because of height restrictions, the truck carrying the locomotive had to take a more circuitous route to the canyon via North Temple, Redwood Road, I-215, 35th South and Wasatch Boulevard.

Truck owner William D. Edwards said the haul took about five hours. From the top of the canyon, he said, the trucks averaged 30 to 35 miles per hour.

"Going up the canyon we were lucky to make 5 miles per hour."

Locomotive No. SNB607, formerly the DS1000, was the first diesel locomotive purchased by Union Pacific and the first of the NW2 series built by Electro-Motive Corp., now a division of General Motors.

U.P. had experimented with another diesel switch engine, a smaller 800-horsepower model, but decided it needed the 1000-horsepower of the DS1000.

U.P. eventually bought about 100 of the NW2s, and it still

has some in operation, making it the railroad's longest-running diesel series, said Muri Rawlins Jr., president of Deer Creek Scenic Railroad.

The old 1000 started out with U.P., but was sold to Western Pacific, which placed it with a subsidiary, Sacramento Northern. When Union Pacific bought Western Pacific last year, it got 1000 back.

The locomotive spent about a year in storage, then U.P. overhauled it and gave it to the Creeper.

U.P. donated the engine, repaired it, stripped it down for the haul, and then paid for the crane to lift it on and off the trucks, for a total value of approximately \$80,000, said George L. Swallow, Deer Creek treasurer. Deer Creek paid the \$3,000 for the haul.

The locomotive is the second diesel unit donated to the Creeper by Union Pacific. The first, U.P. 1011, has been used to switch cars at Heber and to clear snow from the tracks in the winter.

But last year, 1011 wasn't enough, said Edwards, so the latest addition will be hooked up with its sister engine to do the plowing this year.

The Creeper itself is pulled by a steam engine, except when it's down for repairs or the diesel power is needed to clear snow.

Rawlins and Swallow said Deer Creek is happy to get the old 1000. The new owners plan to repaint it to look like its old self. It's now a dark green, but its original color was black with yellow stripes.